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W. W. BOOTH, EDITOR AND MANAGER

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FOR PROGRESSION IN THE SCHOOLS

THE leading issue in the forthcoming election is the choice of a superintendent of public instruction. The taxpayers are entitled to know more about their schools and to be informed why they are not up to the lofty standards of other states. The reason is apparent to even the most casual observer who realizes that the system is the result of a powerful political machine sustained through the activities of the district superintendents and their appointees. This is the time for a change by relegating John Edwards Bray to the solitude of private life and electing Walter J. Hunting, of Carson City, to assume charge of the schools whose advancement means the better education of our sons and daughters. Put Professor Hunting in charge of the public schools and the state will take the first step in checking the annual heira of boys and girls to the schools of other states. A vote for Mr. Hunting is a vote to banish politics from the schools.

AN ANGRY WORLD

THE circle is about complete and the ring is closing fast. The next move of a sensational order we may expect to hear from General Foch will be the advance from all quarters of the compass simultaneously. The allied forces are growing in numbers steadily and the casualties are diminishing almost in equal ratio indicating a better generalship, fewer occasions for assuming extreme hazards and a demoralized enemy. Just look at the array of armies and think out the problem for yourself what is likely to happen at any moment. For instance, the Americans and French are pounding at the gates of Metz, that most formidable fortress which is said to be capable of defying assaults for ever and ever. The British and French are closing on St. Quentin, one of the strongest fortifications on the Hindenburg line. Woevre, that center of the most powerful field fortifications known to modern military genius, is in the hands of the allies for good after they had once been driven from that system of intricate concrete lined trenches which had successfully defied all attacks for four years. Further north, the troops of Portugal, Belgium and Great Britain are working over into Belgium. In Macedonia the Greeks and French on one front and the reorganized Serbian army on the other are steadily progressing towards their goal which means cutting the Gordian knot binding the Ottomans to the central powers, while in Mesopotamia the British and Arabs are mopping up the Holy Land and bringing order out of chaos. In Russia and Siberia the Czechoslovaks have found their second wind and are going ahead on their own initiative supplemented by earnest minded Russians aiming to redeem that country from the Bolsheviks, while the Japanese, British, French, Chinese and Americans are making sharp inroads into the opposing ranks that stand between them and possession of Petrograd. Italy has already been heartened by the presence of the allies with reinforcements from France, England and the United States until now the Austrian frontier is threatened by the most powerful movement ever launched from that quarter. Nothing has been heard from Albania for a week but it is safe to venture the assertion that it will not be long before there is a junction formed between these troops and the armies advancing from the Aegean Sea. From any viewpoint that may be taken the sequence of the new offensive initiated by the allies cannot remain in doubt much longer and it is probable that more peace appeals will be forthcoming to avert annihilation of the leading cities of the German empire.

WASTE IN WAR TIME

IT remained for a Massachusetts Republican in the person of Representative Walsh to stir up the government printing office with an inquiry relative to the economies which have not been practised in that mausoleum of extravagance. Almost every newspaper in the land which has been enjoined to practice the most rigid economy in the use of paper has denounced the methods in vogue in the government printing office where there is no restriction to the amount of stuff turned out on the innocent public regardless of the value and demand for the same. The daily newspapers are called upon to render an accounting of their daily circulation and advertising together with receipts for subscriptions and space while at the same time obeying an order to reduce their paper costs 20 per cent. At Washington there are no restrictions on the public printer who is allowed to work double shift in turning out a volume of stuff that finds a deserved grave in the editorial waste basket without ever being opened. Mr. Walsh hit the nail on the head when he protested in the following language:

"The newspapers of America are patriotic and they ought not to be made victims, while wastefulness and extravagance are given free hand in governmental boards and departments.

"Taxpayers ought not to be levied upon in wartime to pay for ink, paper, brains and services of would-be Horace Greeleys and Jack Londons, to splutter ideas about news, while real news is published in the daily press.

"Taxing children's toys and candy as well as women's hats," he said, "in order to maintain some of these requirements is indefensible."

Nevada is the only state in the union that expresses preference for outside teachers in preference to hiring its own men and women who have qualified for the highest positions. Some of these bureaus that advertise to supply teachers on short notice could explain the reason why this preference is shown.

Nevada might take a lesson from California in boosting climate. Instead of mourning the recent rainfall which destroyed millions in fruit the native sons began shouting about what magnificent returns would come from the alfalfa crop and how the hydro-electric companies would profit.

It is too early to brag about the capacity of American airmen who are only getting into action but the whole world will take off its hat to the Arizona boy who brought down eleven balloons inside of one hour. This makes a world's record which will require some going to beat.

Excursion Steamers Brave Submarines To Isle of Man

LONDON, Sept. 22.—According to a London paper, truth of the prophecy of Admiral Lord Jellicoe made last spring that the menace of the submarine would be at end in August, is evidenced by the revival of holiday traffic with the Isle of Man. Crowded excursion steamers. It is pointed out, would not be allowed to navigate the seventy odd miles of the Atlantic between the island and the mainland unless the chance of attack had dwindled almost to nothing.

For the last four years visitors to the Isle of Man have been mainly German civilian prisoners for internment.

With the first shot fired on Metz Germany sent up a cry of protest against the destruction of unfortified cities, forgetting the terrible fate visited upon the civilian population of London or the wanton act of firing at a Catholic church in Paris when the edifice was filled with Good Friday worshippers.

Even the National Selected Morticians have resolved that it pays to advertise the undertaking business but in this section of the desert some of the merchants who complain of dull business are too dead to know that they are alive.

Hiram Johnson arrived home too late to be of any service in the Republican campaign. California will not forget the last presidential ballot.

This is a good time to begin arranging your affairs so that you will be enabled to meet the Liberty bond subscription and the income tax without deferring it to the last moment.

Boche and Bulgar, the twin assassins, are a bad pair to draw to when it comes to genuine stand up fighting.

The kaiser must be busy these days thinking up an alibi for St. Quentin.

HOW IT FEELS TO BE BOMBED AND SHELLED

(Correspondence Associated Press)

SOMEWHERE IN FRANCE, Sept.

2.—"What does it feel like to be shelled or bombed?" is a question which many people at home ask of American soldiers in their letters.

Bombing has one marked difference from shell fire. When a bomb has exploded, a soldier can be fairly sure that the worst is over, whereas when a shell explodes, the first shell presages many successors. Shells, like troubles, never come singly.

Few soldiers try to pretend that they like shelling or even that they are indifferent to it. Many of them admit that nothing makes them more nervous than desultory shell fire. They may try to appear apathetic—they generally light a cigarette—but it is altogether a poor performance.

The absurd part of it is that the slightest cover makes the soldier quite himself again. It is the instinct of the ostrich. It is almost humorous to see what shelters men will run to if a shell comes their way. Long

WIRELESS EFFICIENCY GREATLY INCREASED

(By Associated Press)

LONDON, Sept. 22.—The efficiency of wireless telegraphy has been enormously increased during the war, a semi-official statement issued by the Royal Air force says. In particular, great progress has been made in sending wireless messages from aircraft.

In 1914 various difficulties restricted the use of wireless in conjunction with airplanes. Most of these have been overcome and the use of wireless communications from the air has been of great assistance to the allied forces in all military operations.

Without the assistance of wireless the use of airplanes could never have been developed so fully as it now is. "Artillery observation" by airplane is among the most profitable of all the uses of aircraft.

Far below in the batteries the wireless operators receive the corrections from the airplane, till the signal comes to indicate that the right range has been found, later, the "cease fire" signal to indicate that destruction has been accomplished.

The extended range of aircraft wireless leads to its use from airplanes on long reconnaissance, and the operator in the hut on the aerodrome, miles behind the lines, is the first to learn, perhaps of a new German howitzer emplacement, perhaps of the massing of troops intended to effect a surprise—a vain hope, thanks to the wireless.

Argentine women have won their right to all the professions, including engineering and law.

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grass even creates the illusion of safety.

Many soldiers admit that they are at their bravest when in bed. They put their head under the blankets and feel as safe as in a deep cellar. Outside in the road they would feel quite unsafe, although actually there is little to choose between the two places.

PRUSSIA TAKES LION'S SHARE OF THE LOOT

ZURICH, Sept. 22.—The Hungarian press accuses the German government of despoiling Ukraine to the sole advantage of Germany, in violation of the agreements entered into with the government of Vienna. The *Az Est* says:

"The interests of Hungary have been violated again and seriously. Two months ago Austria received about 9000 wagon loads of grain from Ukraine. In view of the crisis through which the big cities and Vienna especially were passing at the time, it was bought at a price higher than that fixed by the food administration.

"Soon after, the Austrian government asked for the help of Germany. Its demands were accepted on condition that supplies of beef, eggs, potatoes and benzine be furnished and that a free hand be given Germany in Ukraine.

candidates for parliament. ment was that Germany imported 60,000 tons of grain in excess of the amount stipulated. The monarchy, therefore, can consider its share of the booty from Ukraine as nothing. We Hungarians owe this fine outcome to the Austrians and to their pious spirit of organization."

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SHIPBUILDING ON ATLANTIC COAST BEGINS TO SHOW FINE RESULTS

(By Associated Press)

NEW YORK, Sept. 22.—Miles of shipyards, their timbers towering above marsh-girted bays and rivers; hundreds of hulls, their naked or half-clad ribs yawning skyward, acres of giant cranes and derricks, machine shops and sawmills—this, in composite, is a picture of war-driven shipbuilding on the North Atlantic coast, where more than 150,000 men are striving to help make good the nation's promise of a "bridge of ships" from the homeland to its soldiers overseas.

These men, equivalent almost to four divisions of the troops whose needs they are serving, have completed 65 vessels, capable of carrying 325,000 tons of cargo on a single trip. They have launched 70 others. And all this in a year when preparation rather than production necessarily has been the task of the newly created eastern yards.

Production, encouraging as it is, has not kept pace with the Emergency Fleet Corporation's program. There are many contributing causes—scarcity of materials, transportation delays, inadequate labor supply and absenteeism of workmen. Some of the shipworkers cannot stand the prosperity which suddenly has become their lot. The result is five days' work where might be six, and a consequent slowing up of production. Near the larger cities absenteeism averages 15 to 20 per cent, tapering down to 5 and 10 per cent in the more isolated communities. Managers, at first attributing the trouble to Sunday work, when employees drew double pay and, in many cases, "laid off" a week day for recreation, generally have discontinued seven-day operation, except in emergencies. But every day's muster still has its list of absentees, obviously a serious blow to efficiency.

Every plant has its school, where bridgebuilders and structural iron workers learn to erect steel ships and where house carpenters are taught the principles of wooden hull construction. In other branches of the industry, as well, many laborers have passed tests which have rated them as skilled workmen. In the yards of the Submarine Boat Corporation at Newark the "school gangs" have built and launched three 5500-ton steel freighters an inspiring example of the American way of doing things when they have to be done.

The shipyard's army, like the khaki-clad force whose going to foreign soil called it into being, is an organization of youth. At Newark an 83-year-old civil war veteran directs work on an outfitting pier, but this case is an exception. Less of an oddity is a negro boy of 16 who is operating a "gun," as yard phraseology terms the compressed air riveting machine. Men in the twenties and thirties, with fewer in the forties and fifties, are building the American merchant marine.

The hull riveter, an appliance which drives 7000 rivets a day to 1000 by the hand process, has made its appearance in some of the yards and is employed to erect entire sections of hulls, which are swung into place by derricks. While wooden ship construction must remain in a great degree a task for the human hand, its production has been hastened by resort to many new mechanical auxiliaries.

And what of the product of this war-impelled haste? The ships speak for themselves. Some of them lack the finish which was the old-

time shipbuilder's pride. Equipment and fittings are held down to a minimum in keeping with serviceability. But the demand is for cargo space, and designs are drawn to meet it. Wooden vessels, mostly of 3500 deadweight tons and averaging \$600,000 in cost, are equipped with coal burning engines. Steel ships, which range from 3500 to 12,000 tons and cost \$750,000 to \$2,500,000, are being adapted in many cases to fuel oil. On every craft is a gun platform, on the larger ships two, grim reminders of that international lawlessness which challenged American courage and resourcefulness to a performance which has amazed the world.

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Nevada First National Bank of Tonopah

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